

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4830

晚九时三月三十一日

WEDNESDAY, MAY 3, 1905.

三年期

號三月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office—YOKOHAMA

Branches and Agencies.

TOKIO, LONDON, NEW YORK,
NAGASAKI, NEW YORK,
LYONS, HONOLULU,
SAN FRANCISCO, SHANGHAI,
BOMBAY, NEWCHWANG,
TIENTSIN, LIAOYANG,
PEKING, DALNY,
KOREA.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent

" 6 " 4 "

" 1 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—

Sterling Reserve \$10,000,000 } \$18,000,000
Silver Reserve \$8,000,000 } \$18,000,000

RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.

H. A. W. SLADE, Esq., Deputy Chairman.

E. Goetz, Esq.

H. Schubart, Esq.

H. W. J. Gresson, Esq.

A. Haupt, Esq.

G. H. Medhurst, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 27th March, 1905. [21]

HONGKONG SAVINGS BANK.

THE Business of the above bank is conducted by the HONGKONG AND SHANGHAI

BANKING CORPORATION... Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXE

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [22]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau Tsingtau

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,

Manager.

Hongkong, 1st April, 1905. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept first Class FOREIGN and CHINESE RISKS at CURENT RATES.

SIEMSEN & Co.,

Hongkong, 28th Mar. 1905. [24]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldizuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinoerabu, Sasebo, Mikaze, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujisawara, Hokoku, Hondo, Ichimura, Kanada, Maeda, Manoura, Onuma, Otsuji, Sasahara, Tabukuro, Yashiro, Yuzokidaira and other Coal.

S. MINAMI, Manager, Hongkong.

38

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI.....	{ MALTA R. A. Peters	About 5th May	Freight and Passage.
LONDON, &c.	{ CORONDEL G. M. Monford, R.N.R.	May 6th, Noon	Sea Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ PERA A. L. Valentini	About 10th May	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	{ PALERMO E. G. Andrews	About 13th May	Freight only. (Passing through the Inland Sea.)

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Intimations.

All over the world

the wonderful stimulating and sustaining properties of Bovril are known and valued. Some of the greatest scientists of the age have publicly recommended the use of Bovril. In Great Britain alone Bovril is regularly used in over 1,100 Hospitals and similar institutions. Bovril is without a peer.



YEBISU BEER.

Per Case of 8 Dozen Pints \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1.

White Label \$24.00 " 12/1

KRUSE & CO.
SOLE AGENTS.

HONGKONG, 1st July, 1904. [39]

This space is reserved for

LONG, HING & CO.,
PHOTO GOODS DEALERS,

17E, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

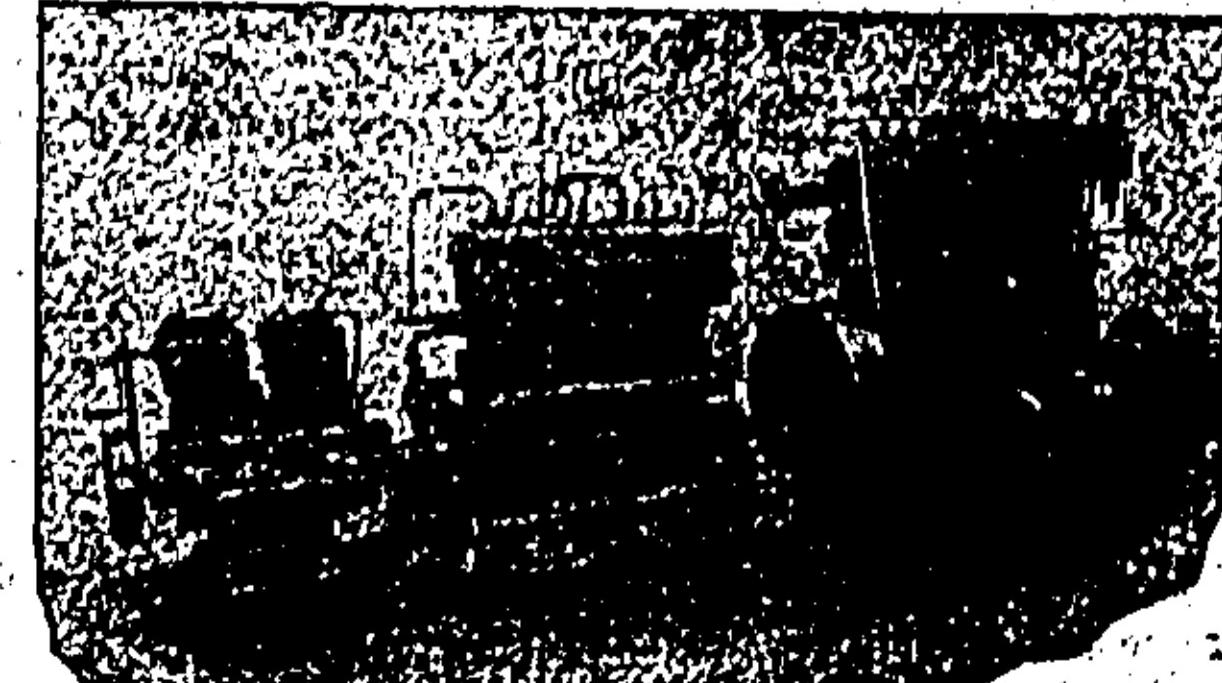
A. F. DAVIES,
Acting Manager.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. FARMER, Proprietor.



OUR PROPELLERS
Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
" W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
" H. W. JOHN'S CANADIAN ASBESTOS GOODS.
Cable Address: "MARINWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [40]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons.....	Captain H. D. Jones.
"POWAN"	2,328 "	R. D. Thomas.
"FATSHAN"	2,200 "	W. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	1,995 "	J. J. Lissius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.....	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Timetable). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		
Cheap Excursions on Sundays, per S.S. "Honan," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.....	Captain J. Wilcox.
"NANNING"	69 "	C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8:30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shih-fing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hung, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.		
Fares:—Canton to Wuchow	Single \$15.00. Return \$25.00.	

Canton to Tak Hing

Canton to Samshui

Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"	Capt. B. Branch.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shih-fing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.	
Fares:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.	

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"	Capt. R. Birss.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).	
Fares:—Hongkong to Kong Moon	Single \$6.00.

Hongkong to Kumchuk

Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

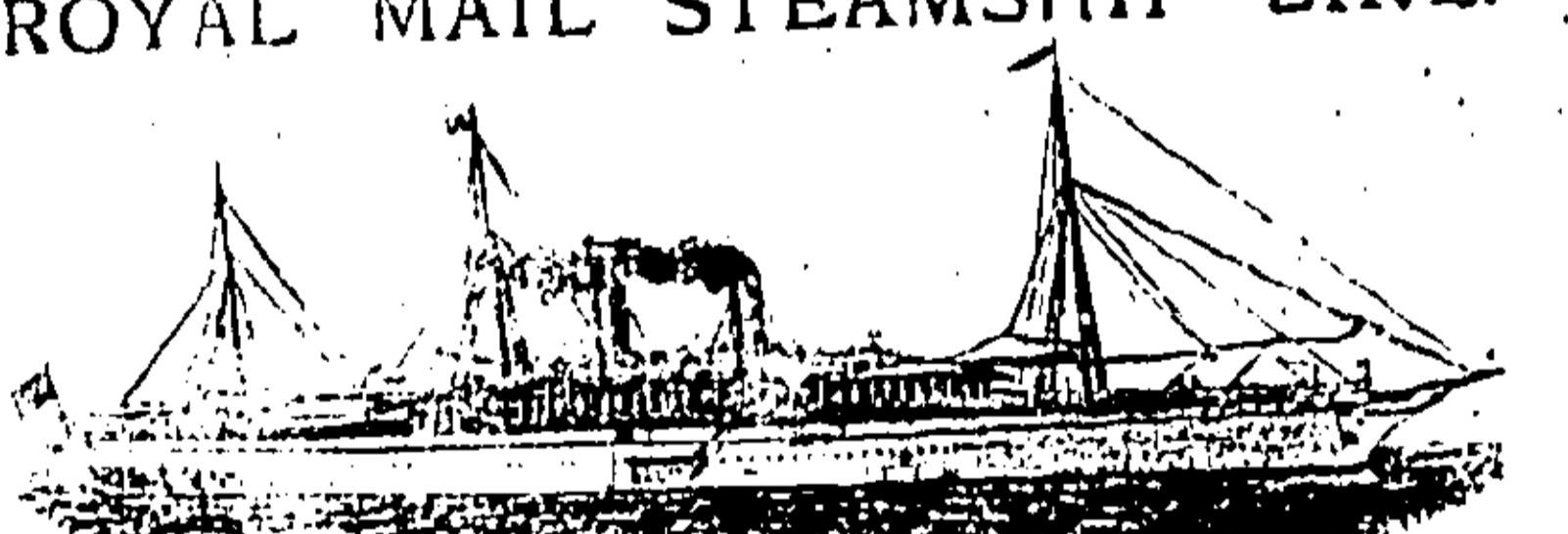
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"

6,000 Tons..... WEDNESDAY, 10th May.

"ATHENIAN"

2,440 " WEDNESDAY, 24th May.

"EMPERESS OF CHINA"

6,000 " WEDNESDAY, 31st May.

"EMPERESS OF INDIA"

6,000 " WEDNESDAY, 21st June.

"TARTAR"

4,425 " WEDNESDAY, 5th July.

Hongkong to London, 1st Class, via St. Lawrence 66. Vid New York 62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail

140. " 62.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Inter-

mediate rates, affording superior accommodation for that class.

Passengers booked to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Major, Guards, Half-Ranks, Rates of Freight and Passage,

apply to D. W. CRADDOCK, Acting General Agent,

Hongkong, 26th April, 1905.

D. W. CRADDOCK, Acting General Agent,
9, Peeler's Street.

[10]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHE DIENST.

(Taking cargo at Hongkong to ANVERS, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE

LEVANTE; BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

HAVRE AND HAMBURG.

Maden

(Calling at SPORE, PENANG & COLOMBO). 5th May.

{ Freight and

Passenger.

SEGOVIA

HAVRE, BREMEN AND HAMBURG.

Schoenfeld

(Calling at SPORE, PENANG & COLOMBO). 10th May.

{ Freight.

SENEGAMBIA

HAVRE AND HAMBURG.

Jabung

(Calling at SPORE, PENANG & COLOMBO). 30th May.

{ Freight.

C. FRED. LAEISZ

HAVRE AND HAMBURG.

von Hoff

(Calling at SPORE, PENANG & COLOMBO). 13th June.

{ Freight.

BRISGAVIA

HAVRE AND HAMBURG.

Schmidt

(Calling at SPORE, PENANG & COLOMBO). 27th June.

{ Freight.

NUBIA

NEW YORK VIA SUEZ.

Habel

{ with liberty to call at the Malabar coast.

25th May.

{ Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Onson's Building.

[14]

D. NOMA, TATTOOER,

66, QUEEN'S ROAD CENTRAL.

[14]

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-

perience in TATTOOING is a guarantee of good work and prompt execution. My

Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained

by any other, as their composition is only known to me. H. R. H. The Duke of York, and

H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others

of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommen-

dations which I have received from all sources.

Hongkong, 16th November, 1904.

[14]

Hongkong, 29th December, 1904.

[14]

Hongkong, 7th March, 1905.

[14]

Hongkong, 19th May, 1905.

[14]

Hongkong, 2nd April, 1905.

[14]

Hongkong, 19th May, 1905.

[14]

Hongkong, 19th May, 1905.

[14]

Intimation.

**WM. POWELL,
LIMITED.**

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.
(OPPOSITE THE CLOCK TOWER.)

NEW
SPRING
GOODS.

FINEST
QUALITY
COLOURED
ZEPHYR
SHIRTS.

SILK
AND
CASHMERE
SHIRTS.

CELLULAR
SHIRTS.

THIN
UNDERWEAR
AND
HALF-HOSE.

LIGHT
NECKWEAR

PITH
AND
CORK
HELMETS.

LIGHT-WEIGHT
BUCKSKIN
BOOTS.

&c., &c., &c.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 27th April, 1905.

Auction.

PUBLIC AUCTION:

THE Undesignated have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 6th May, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A LARG ASSORTMENT OF CHINESE CURIOS, Comprising—PEKIN CLOISONNE VASES AND WALL PLATES, BRONZE AND BRASS VASES AND INCENSE BURNERS, SILK-EMBROIDERED TEMPLE and PALACE HANGINGS, SANG-DE-BEUF VASES, SNUFF BOTTLES, BLACKWOOD SCREENS, &c., &c. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th April, 1905. [515]

Intimation.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

FINAL NOTICE.

ALL SHAREHOLDERS who were entitled to a proportion of the NEW ISSUE and who have not applied for such must apply immediately.

Interest will be charged at the rate of Twelve per cent. per annum on \$10, the amount payable in respect of each Share from the 31st day of March, 1905.

No Application will be received after the 31st day of May next.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 26th April, 1905. [514]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE (NIGHT FIRING) will be carried out on THURSDAY, the 4th May, at Pak-shan-wan towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 7 P.M., and finishing at 8 P.M., if the range is clear.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

L. BARNEs LAWRENCE, Capt. in, R.N., Harbour Master, &c.
Harbour Department, Hongkong, 28th April, 1905. [518]

CAFE WEISMANN.

THE Public are invited to pay a visit to our new TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—
No. 1A, WYNDHAM STREET.
Hongkong, 22nd April, 1905. [46]

THE HONGKONG STUDIO
HIGHER CLASS PHOTOGRAPHY, R.
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE
Hongkong, 19th September, 1904. [59]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR, ICE HOUSE, IN
Ice-House St.

I S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS
a specialty.

Hongkong, 22nd September, 1904. [56]

A WONDERFUL DISCOVERY.

This is a stage of research and experiment, when alchemy, so to speak, is practised by the scientists for the benefit of man. This is a time when Science has indeed made giant strides during the last few years, and among the by no means least important discoveries in medicine comes this of Therapion, which is a preparation in a solid form and in another solution. This preparation is unique in that it is one of the most genuine and reliable Patent Medicines ever invented, and has, we understand, been used in the treatment of many diseases, such as Consumption, Jaundie, Vesepsis, Mastomycosis, the warts, scrofula, Chancroid, and indeed by all those who are regarded as authorities in such matters, including the Chinese, who are particularly fond of it, which was some time since uniformly sold at a high price. It is worthy the attention of those who require a remedy for this disease.

From the time of its first introduction, the removal of this disease has been the object of search of some four thousand individuals and far beyond the mere point of interest, as it is a remedy which is capable of removing the lesser metals and gold is surely the best—over a remedy so potent as to repel an ordinary physician to the condemned sea in the one case, and others to the other extreme, and safely to repel from the system without the aid or even the knowledge of a second party, the power of acquired or hereditary disease (as their parents had it), and the like. This preparation, which is The New French Remedy Therapion, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which we have written in our columns, is a remarkable and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into the shade all other remedies.

Therapion may be obtained in England direct from the manufacturer, the firm of Chenevix and Associates, Thraponton, 10, Colinton, Edinburgh, China, Japan, &c., &c., even extending such remote districts as Central Africa, the Fiji Islands, &c., &c., &c.

Light-weight BUCKSKIN BOOTS.

&c., &c., &c.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 27th April, 1905.

[59]

SHANGHAI SPRING MEETING.

FIRST DAY.

The Shanghai Spring Meeting commenced yesterday, and the following results have been supplied to us by the Hongkong Jockey Club, have been received—

THE SUBSCRIPTION GRIFFIN PLATE.—Three quarters of a mile. Value, Tls. 200. Second pony, Tls. 50. Third pony, Tls. 25. For subscription griffins of this meeting. Weight for inches per scale.

Mr. Bruce Robertson's Tiara... (Mr. Burkhill) 1
Mr. Two-vee's May Duke... (Mr. Cumming) 2
Mr. Jollibone's Dobiequick... (Mr. Watts) 3
Time—1.35.

THE CRITERION STAKES.—One mile. Value, Tls. 400. Second pony, Tls. 100. If five or more starters, third pony, Tls. 50. For China ponies. Weight for inches per scale.

Mr. Bruce Robertson's Gadfly (Mr. Burkhill) 1
Mr. John Peet's Ard Patrick... (Mr. Moreing) 2
Mr. G. H. Potts's Heather King... (Mr. Cumming) 3
Time—2.45.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches per scale. Griffins at date of entry allowed 7 lbs.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charley's Athelred... (Mr. Burkhill) 2
Mr. Dugort's White Blaze... (Mr. Crighton) 3
Time—1.32 3/5.

THE CATHAY CUP.—One mile and a half. Value, Tls.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E
BLEND

A. WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED,

Hongkong, 1st April, 1905.

BIRTHS.
At Mount Zion Cottage, Singapore, on Easter Monday, the wife of CHARLES A. PATON, of a son.

MARRIAGES.
On 19th April, at St. Andrew's Cathedral, Singapore, THOMAS HENDERSON, son of Thomas B. Adam, Birkenhead, to HELEN F. M. DARKE, daughter of F. M. Darke, Singapore.

On 19th April, at St. Andrew's Cathedral, Singapore, FREDERICK HENRY, eldest son of F. M. Darke, Singapore, to EVELYN, eldest daughter of Charles J. Fleming, of Dundee.

On the 24th April, at Singapore, the wife of JOHN V. RIZZON, Superintendent Engineer, Norddeutscher Lloyd, of a son.

DEATHS.

At Singapore, on the 25th March, EURALIA, wife of the late Parick Jungmu, aged 77 years, 1 month and 23 days.

On the 27th of April, 1905, at Woodway Ranch, Strathcona, Canada, JOHN B. CAMERON, of Grantown, Scotland.

On the 28th of April, 1905, at No. 9, Marham Road, Shanghai, HILDA VALERIE, beloved infant child of T. A. and Hilda J. A. Standing, aged two months.

THE case of the pilot who was summoned for causing damage to the s.s. *Savonia* by alleged negligent navigation, when taking her alongside the wharf, was adjourned till to-morrow morning.

A COOLIE thought to become a "landed proprietor," without cost to himself, went to Mr. A. H. Rennie's ranch and started to cut square-foot chunks of turf therefrom and pile them up for removal. The result was that Mr. Hazeland this morning sentenced him to two months' hard labour.

MR. A. KREBS, Superintendent of the Norddeutscher Lloyd S. N. C. and Mr. T. Robertson, Superintendent of the Star Ferry Co. each prosecuted two coolies before Mr. F. A. Hazeland at the Magistracy this morning, for being their servants' quarters yesterday, without permission. The coolie were each fined \$15.

THE Yangtze Insurance Association have purchased the ground with building in which they have their offices at Shanghai, for \$120,000. This is part of cadastral lot No. 24, D.C. registration 2, which measures altogether over ten acres. The area of the ground sold is roughly nine acres, and as the building is a valuable one the price cannot be considered high. Messrs. David Sassoon and Co. were the sellers.—N. C. D. News.

DETECTIVE Inspector Watt yesterday raided No. 16 Second street, where it was suspected a gambling den was being run. He found a game of *fan-tan* in full swing and arrested sixteen Chinese. There were cooks, house-boys, chairmen and ricksha coolies in the crowd and they were all gathered in, and this morning had to face Mr. F. A. Hazeland when the leaders of the game were fined \$50 each and the fourteen \$1 each.

IN the very early hours of this morning a gang of Chinese coolies, numbering between 50 and 60, of all sorts and conditions, assembled outside No. 7 Police Station, and started to have a "pow-wow," all speaking at once at the top of their voices. Inspector Collett sent a constable to warn them to disperse and not disturb the peace and quiet of the neighbourhood. But the men were contumacious, and as they did not consider their "chinawing" had lasted long enough, burst into louder shouts than ever. Then business began, and Inspector Collett, summoning his henchmen, charged the mob, and succeeded in capturing three of the miscreants and landing them in the lock-up. This morning they were placed before Mr. Hazeland who fined them \$15 each.

A CORRESPONDENT craved a small space in our columns to expose an act of "gross impudence" on the part of the conductor of a lower-level tramway car, in the hope that the man's superiors will deal with him adequately. He explains that last evening he was going along the Praya, in a ricksha, and as the car passed the conductor jumped off, and stopped the ricksha long enough to soundly slap the coolie's face on both sides, and then jumped back on the car, which went off at full speed. The correspondent protested to the man for his "impudent molestation," but was answered with some insulting gestures. He pointed out that the ricksha was not obstructing the car, and trusts the exposure will have beneficial results.—In this connection we feel sure that had the correspondent written direct to the principal of the Tramways Co. prompt and satisfactory action would have been taken if the complaint was proved to have been well founded.

SHIPPING JEWSAM.

The I.C.S. *Eldorado* left Shanghai for Tongchou, to stand by the I.C.S. *Iwuno*.

The British s.s. *Dulwich* (2,111 tons) has been chartered by Mr. K. Yamashita of Yokohama.

The steamer *Quarti*, which was chartered by the Nippon Yusen Kaisha a few days ago, has now been placed in the Newchwang service.

The s.s. *Lothian*, which arrived to-day from Chefoo and Chinawantao, has on board 2,063 coolies in transit to South Africa. There were three deaths among the coolies on the voyage. The *Lothian*, after taking in the cargo waiting for her here, will proceed to Durban via Singapore.

A collision occurred between the Japanese steamers *Wakamatsu-maru* and *Hakushimaru* in the Shimonoseki Strait, at 6.30 a.m. on the 18th ult. The vessels were both damaged but were able to keep afloat. They are now undergoing temporary repairs at Moji, and will on completion of same proceed to Kobi, to be docked there.

EXTRADITION.

Before Mr. Hazeland at the Magistracy the extradition of Wong Ku Tsung was applied for by Mr. H. E. Pollock, K.C., instructed by Mr. R. D. Harding, on behalf of the Chinese Government, the accused being wanted in China as one implicated in an armed robbery in Hokkai village, near Canton, in August last.—Mr. N. Ferrers, instructed by Mr. G. O. Kong, appeared for the defendant.—A difficulty arose on account of the non-service of certain subpoenas, upon those who were considered important witnesses and after Mr. Ferrers addressed the Court at great length, pointing out the very suspicious fact the Chinese Government had offered reward of \$500 for the apprehension of the accused, which was quite disproportionate to the crime he was alleged to have committed. He asked His Worship to consider that the proof of guilt had not been adduced, and therefore, the man ought not to be allowed to be handed over to the Chinese authorities. The case was continuing when our report closed.

LOCAL AND GENERAL.

* * * THE results of the Shanghai races are given on the third page and items on germs, diseases and medicines will be found on page 6.

THE gun practice (night firing) mentioned in our columns the other day will commence at 7.30 p.m. instead of 7 p.m. as previously notified.

A DEFENDANT with an impossible name, was placed before Mr. G. N. Orme at the Magistracy this morning, charged with disorderly behaviour. When asked what he had to say, he stated that he was "filled, full up, with the spirit of war, and wanted to be sent anywhere where he could get a chance of fighting the 'Russians'." He appeared to be half-witted, and was remanded to the prison hospital for medical treatment.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 10th December, 1904.

THE BALTIC FLEET.

ACTIVITY AT SAIGON.

INTERESTING DETAILS.

The most important item of news received to-day in connection with the movements of the Baltic Fleet was that related to a *Telegraph* representative this morning by Capt. Seddon whose steamer, the *Woodford*, had just come in from Saigon, where intense activity seems to prevail. He passed down the Saigon river on Friday and when between two to three miles from the town witnessed the coaling and provisioning of ships. In Saigon he learned that 70,000 tons of coal were stacked beneath temporary sheds not far distant, and on the voyage down he noticed this piled on the river bank and observed that coolies were busily engaged loading the coal into lighters which piled in scores between the bank and a Russian Volunteer transport—No. 47—lying in the stream. He ascertained that this ship, whose name he could not make out, was capable of taking aboard close upon 8,000 tons. Astern of this fine vessel was another ship with the wireless telegraph apparatus fitted to her mainmast, while close to the opposite bank were two steamers—one the *William Stores*, of Newcastle, and the other a Russian—apparently awaiting orders. Not far distant lay a German steamer deeply laden with provisions, and he remarked that she had been keeping her Blue Peter flying for two days, as though she was on the eve of departing. On coming further down the river Capt. Seddon saw a wireless telegraph station erected ashore, but thought it must have been a Government signalling station, and nothing whatever to do with the presence of the transports or the proximity of the fleet. At the mouth of the river off Capo St. James, the *Woodford* passed eleven large German transports together with the *Westminster Bridge*, which was recently in Hongkong, and which Capt. Seddon learned in Saigon had been sold to a German firm. In conversation with her German skipper in that town the master of the *Woodford* learned that the captain was awaiting orders to proceed to sea, and also that he would probably sail to the south of the Macclesfield Shoal. In consequence of the report that a Japanese steamer had been captured Capt. Seddon deemed it prudent to steer in a northerly direction en route for Hongkong, and so on Saturday passed Kamrahn Bay and Honkoh Bay. He saw nothing of the Baltic Fleet at either of those places, but this may be accounted for by the fact that when off the latter bay he was some fifteen miles out. After taking in four bunkers of coal here he proceeds with his cargo of rice to Yokohama.

"What about your war risk?" we asked.
"We had to pay as much as twenty per cent, but not of course without protest."

LIGHTERS OFF VARELLA.

The captain of the *Andree Richmers*, in from Bangkok, saw some lighters off Cape Varella on the night of the 30th ult.

SPEEDING THROUGH THE FOG.

The steamer *Lothian* which came in from Chingwantao to-day reports that at 2 p.m. on Monday she passed a destroyer going full speed in a north-easterly direction. They could not make out her nationality as the fog was very thick at the time, and indeed would not have seen the ship at all had not the fog lifted a little as she passed by.

Captain Williamson of the s.s. *Telmacus*, which arrived in port this morning, reports that on the afternoon of the 30th ult. he sighted a number of Russian battleships and cruisers, and some German colliers, all at anchor in Von Fung Bay, and some others up the Saigon River also at anchor.

RODJESTVENSKY'S CHANCES.

A BRITISH ADMIRAL'S VIEWS.

The following article by Admiral E. R. Fremantle, on the all-absorbing topic of the hour, is from the *Westminster Gazette*.

Now that Admiral Rodjestvensky's Armada has at length left the too friendly shelter of Nossi Be, in Madagascar, it is natural that speculation should be on tiptoe as to his objects and the course which he will probably adopt to obtain them.

I assume that it is his intention to continue his voyage to the Far East and to carry out his master's aim to obtain the mastery of the Pacific and all that is involved by the command of the seas in the present war.

Hitherto, barring the inexplicable blunder of the North Sea outrage, it must fairly be admitted that so far as is known, Admiral Rodjestvensky has shown considerable skill in conducting his heterogeneous "menagerie" of ships round the Cape and assembling them in the neutral waters of Madagascar. He is said to have some seventy sail with him, and to control such a fleet without accident demands good seamanship qualities, especially when we know that both officers and men were only partially trained, while many of the best ships were hurriedly completed. Possibly his long delay at Madagascar was more due to his desire to exercise his crews than to any other cause, as he must be aware that to go into action against Togo's war-trained seamen with raw levies could have but one result, and Villegagne's plaintive excuse that his men "n'étaient pas exercés aux tempêtes" may well have occurred to him.

But before going further it is well to give a comparative list of the rival forces, assuming that the Russian Second and Third Pacific Squadrons have joined forces:

Name	Date of Completion	Speed	Remarks
Kniaz Suvaroff	1881	18	New
Alexander II.	1874	18	First-class Ships
Borodino	1867	18	
Orel	1867	18	
Oslabia	1867	18	Small
Nissoi Velikiy	1867	18	Coal
Navarin	1865	16	Capacity
Nikola I.	1862	14	
Admiral Apraxine	1862	15	Coast Defence Ships
Admiral Oushakov	1865	16	
Admiral Senin	1865	16	

ARMED CRUISERS.

Name	Date of Completion	Speed	Remarks
Admiral Nakhi	1888	16	Rather ancient
Dmitri Donskoi	1885	16	ancient, but reconstructed.
Vladimir Monomach	1885	15	

PROTECTED CRUISERS.

Name	Date of Completion	Speed	Remarks
Aurora	1901	10	All these
Oleg	1894	25	modern Protected Cruisers
Jenitsh	1894	24	of high speed.
Sviatogor	1897	20	
Almaz	1903	19	
Zembla	1904	24	

I have not thought it necessary to give all the Japanese ships in detail, as they are well known. Assuming the "Yashima" to be lost, which is doubtful, there have four first-class modern battleships and the "Chen Yen" taken from the Chinese and reconstructed; but their strength lies in their eight fine armoured cruisers and in their torpedo craft. The number of the latter I have taken from a recent article in the *Daily Telegraph*.

Let me now compare the rival forces:

Japan	Russia
Battleships and coast defence ships	11
Armoured cruisers	3
Protected cruisers	6
Unprotected cruisers	0
Torpedo craft	15

Let me now compare the rival forces:

Japan	Russia
Battleships and coast defence ships	11
Armoured cruisers	3
Protected cruisers	6
Unprotected cruisers	0
Torpedo craft	15

On the face of it, the Russian force is much the stronger

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

[From Our Own Correspondent.]

BOMBAY, 3rd May.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 356 chests of Malwa opium. Prices are as follows:-

Malwa (New) ... Rs. 1,500
(Old) ... 1,700
(Older) " 1,840
(Oldest) " 1,980

[Reuter's.]

The King in Paris.

LONDON, 1st May.

The King and President Loubet exchanged the most cordial visits yesterday afternoon. Crowds waiting patiently in the rain cheered the King with remarkable fervour. M. Delcassé called on the King and had a twenty minutes' interview with him.

The King also received Admiral Fournier; congratulated him on the way in which he had conducted the North Sea inquiry and conferred on him the Order of St. Michael and St. George.

A State banquet was held at the Elysée in the evening.

Reforms in Russia.

Easter day passed off quite quietly in St. Petersburg and no reports of disorders were received from the provinces.

Usaké have been issued remitting the arrears of Government loans to peasants during bad harvest years from 1857 to the birth of the Tsarevich; the arrears are estimated at £7,500,000; for removing most of the disabilities of the unorthodox sects. In regard to the freedom of worship and civil rights, the usaké includes Mahomedans and Buddhists who are no longer officially classified as heathens. No provision is made for any relaxation of anti-Jew restrictions.

Later.

A usaké, establishing practically complete religious freedom to all creeds, has been received with enthusiasm throughout Russia; it is hailed as the greatest concession to liberal thought yet granted and is regarded as the precursor of political freedom.

The Russian Baltic Fleet.

Reuter's correspondent at Tsingtao wires that the Baltic fleet, including Admiral Nibogatoff's squadron, are near Hainan.

Later.

The report from Tsingtao is wholly premature.

Riots in Warsaw.

On May day in Warsaw, a procession of workmen carrying red flags was charged by the cavalry and fired on by the infantry, 31 were killed and 15 wounded.

(N. C. D. News.)

The Third Squadron.

Osaka, 28th April. It is expected that Admiral Nibogatoff's squadron will pass Penang to-day.

Cautious Underwriters.

Osaka, 28th April. The underwriters have refused to accept war risks on fifteen steamers belonging to the Hamburg-Amerika Company, which were chartered by the Russian government to proceed to Ceylon, as it was found that their voyage would take them East of Longitude 110°, i.e. East of Cochin-China.

SHANGHAI SPRING MEETING.

SEC. ND DAY.

The following results have been received by the Hongkong Jockey Club and kindly supplied to us by Mr. T. F. Hough, at the time of going to press. The results of the racing on the opening day are printed on page 3.

THE CHU-KA-ZA C.P.—V. Lee, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies, Weight for inches as per scale. Winners of race at this meeting 5 lbs. extra. Non-starters at this meeting 7 lbs. extra. Jockeys who have never won an official race allowed 5 lbs. Three-quarters of a mile.

Heather King 1

Zodiac 2

Lansier 3

Time—1 min 35 s.

THE SHANGHAI DERBY.—Value, Tls. 750. Second pony, Tls. 150. Third pony, Tls. 75. For China ponies, being born side griffins at date of entry. Weight for, inches as per scale. One mile and a half.

White Blaze 1

Cedric 2

Arduin 3

Time—1 min 35 s.

THE MONGOLIAN PLATE.—Value, Tls. 200. Second pony, Tls. 50. Third pony, Tls. 25. For subscription griffins of this meeting. Weight for inches as per scale. Winners of one race 5 lbs. extra, two races 10 lbs. extra. Jockeys who have never won an official race allowed 5 lbs. One mile and a quarter.

Cinnamon 1

Do be Quick 2

Desert Chief 3

Time—2 min 25 s.

FOR SAILORS ASHORE.

NEW INSTITUTE OPENED.

"The sailor needs something more than tracts and something more than that which merely ministers to the spiritual side of his nature. We want to draw and catch him on every side possible." Such were observations made yesterday afternoon by the sailor friend in Hongkong, the Rev. J. H. France, at the opening ceremony in connection with the New Sailors' Institute, at 72 and 73 Praya East, which was graciously performed by His Excellency the Governor, Sir Matthew Nathan, in the presence of a large and influential gathering. Among those noticed in the newly arranged rooms besides the Governor were Mr. R. A. B. Parsonsby (private secretary), Sir Henry S. and Lady Berkeley, Rear-Admiral the Hon. A. G. Curzon-Flawes, Hon. Capt. L. A. V. Birnes Lawrence, Hon. Dr. F. W. Clark, Revs. J. H. France, C. H. Hickling, F. T. Johnson, C. Gordon Vaudin, G. Seale, Mr. H. E. Pollock, K.C., Capt. Milroy, Mr. and Mrs. C. H. Piercy, Mr. E. Cornwall Lewis, Mr. and Mrs. E. G. Woodward, Mr. and Mrs. Hippel, Mrs. Hoare, and Mr. and Mrs. Stringer. An apology was received from His Lordship Bishop Hoare, regretting his inability to be present owing to a long-standing engagement. The Hon. Mr. Gershon Stewart, who was to have taken part in the opening ceremony, was also absent owing to the non-arrival of the C.P.R. steamer Empress of Japan on board of which Mr. Stewart was a passenger.

After His Excellency the Governor had gone over the building and inspected the rooms, refreshments were served out to the sailors and soldiers in attendance. The refreshments, it may be stated, were provided by some of the members of St. Peter's congregation. An adjournment was afterwards made to the upper room where a musical programme, which proved very enjoyable, was given. Among the contributors were Mrs. Piercy, Mrs. Stringer and Mr. Hawes.

In the course of the evening, the Rev. J. H. France delivered a short speech in which he alluded to his regret that the Bishop had been unable to attend. As chairman of the Committee in charge of the arrangements, the Bishop had taken a very active part in the work of opening the institute. The following letter has, however, been received from His Lordship:—"I very much regret that I cannot accept your invitation to be present at the opening of the new Institute on May 2nd. As you know, I have long-standing engagements in Fukien which cannot be postponed. You also know that I am in fullest sympathy with your efforts to provide a good Institute on this side of the water in connection with the Missions to Seamen. The one you are now opening will, I trust, be a success and form a good stepping-stone for, nice as it is, I regard it only as a stepping-stone to something better. I shall not be content until the Seamen's Mission possesses an Institute which it can really call its own. May God bless and prosper the present enterprise.—Yours faithfully, J. C. Victoria."

The Rev. Mr. France also referred to the regret felt at the absence of the Hon. Mr. Gershon Stewart, who, as a member of the Committee, had proved a tower of strength. Mr. Stewart had been expected in Hongkong by the Canadian Pacific boat, but it had apparently been detained and they were unfortunate in being without his presence. In fact it was not until the opening proceedings were more than half way through that he had given up hopes of seeing Mr. Stewart at the meeting. With reference to the Institute itself they hoped to make it a centre of mental, moral and spiritual life. They would not thrust religion down any man's throat, but it would be there for those who wanted it. He trusted the Institute would have a long and successful career before it and that it would prove a blessing to the sailors and to the community generally (applause).

Miss Foster, the manageress, explained during the evening the way in which the American soda fountain had been provided. The money with which it was bought had been given almost entirely by sea-going men. One donation amounted to over \$100, and in other two cases subscriber were who were saving up to buy mandolins had given up the idea and handed the money to the Institute. (Applause).

At the close of the concert, refreshments were given and a rush was made for the soda fountain. So long and sustained was the descent that before it was satisfied the fountain had to be recharged. Altogether a very happy evening was spent and the Institute was opened under the most favourable auspices.

MAINTENANCE, GOOD ORDER, AND GOOD NAME OF THE COLONY.

And this house has been started to provide decent accommodation for the sailor at night, and reasonable recreation for him during the day, and the kindly and sympathetic influence and assistance of the Chaplains of the Mission. It is with great pleasure therefore, that I declare the house to be now open (applause).

Rear-Admiral Curzon-Howson said he was present that day to express to His Excellency and the ladies and gentlemen present, how sorry the Commander-in-chief was that he was unable to attend the opening ceremony. The Rear-Admiral proposed that the best thanks of this meeting be given to His Excellency the Governor for his kindness in having consented to open this Institute, and for the sympathetic interest that he has taken in the establishment since the inception. (Applause).

His Excellency thanked the meeting and was then shown over the premises.

After His Excellency the Governor had gone over the building and inspected the rooms, refreshments were served out to the sailors and soldiers in attendance. The refreshments, it may be stated, were provided by some of the members of St. Peter's congregation. An adjournment was afterwards made to the upper room where a musical programme, which proved very enjoyable, was given. Among the contributors were Mrs. Piercy, Mrs. Stringer and Mr. Hawes.

In the course of the evening, the Rev. J. H. France delivered a short speech in which he alluded to his regret that the Bishop had been unable to attend. As chairman of the Committee in charge of the arrangements, the Bishop had taken a very active part in the work of opening the institute. The following letter has, however, been received from His Lordship:

"I very much regret that I cannot accept your invitation to be present at the opening of the new Institute on May 2nd. As you know, I have long-standing engagements in Fukien which cannot be postponed. You also know that I am in fullest sympathy with your efforts to provide a good Institute on this side of the water in connection with the Missions to Seamen. The one you are now opening will, I trust, be a success and form a good stepping-stone for, nice as it is, I regard it only as a stepping-stone to something better. I shall not be content until the Seamen's Mission possesses an Institute which it can really call its own. May God bless and prosper the present enterprise.—Yours faithfully, J. C. Victoria."

The Rev. Mr. France also referred to the regret felt at the absence of the Hon. Mr. Gershon Stewart, who, as a member of the Committee, had proved a tower of strength. Mr. Stewart had been expected in Hongkong by the Canadian Pacific boat, but it had apparently been detained and they were unfortunate in being without his presence. In fact it was not until the opening proceedings were more than half way through that he had given up hopes of seeing Mr. Stewart at the meeting. With reference to the Institute itself they hoped to make it a centre of mental, moral and spiritual life. They would not thrust religion down any man's throat, but it would be there for those who wanted it. He trusted the Institute would have a long and successful career before it and that it would prove a blessing to the sailors and to the community generally (applause).

Miss Foster, the manageress, explained during the evening the way in which the American soda fountain had been provided. The money with which it was bought had been given almost entirely by sea-going men. One donation amounted to over \$100, and in other two cases subscriber were who were saving up to buy mandolins had given up the idea and handed the money to the Institute. (Applause).

At the close of the concert, refreshments were given and a rush was made for the soda fountain. So long and sustained was the descent that before it was satisfied the fountain had to be recharged. Altogether a very happy evening was spent and the Institute was opened under the most favourable auspices.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

EXCURSION TO MACAO.

To the Editor of the "HONGKONG TELEGRAPH."

SIR,—The popularity of the cheap excursions to Macao, with the addition of the service maintained by the s.s. *Honan*, has now been well established. The continuance of this regular service should be profitable to the river steamboat companies, at the same time as it is appreciated and well patronized by the public. There are not many in affluent circumstances who could afford summer trips home once in every three years, or even a run up to Japan occasionally. To such and to the jaded clerks of small means, these week-end excursions, delightful and inexpensive as they are, give that change and distraction which go a long way to restore one's energy just when it begins to flag on the "seven day" in this trying and enervating climate.

In the various management of the River Boat Companies will consult the convenience of the community no less than the interest of their shareholders if they were to place special excursion steamers on every occasion of a public holiday in Hongkong. "Empire Day," the 24th inst., is observed as a public holiday. The suggestion is therefore offered that the s.s. *Honan* and the *King*, in addition to the regular liners—the *Hungchuan* and *Wing Chai*—be put on this special service on that day.—Yours, etc.

EXCURSIONIST.

Hongkong, 3rd May, 1905.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 3rd at 11.55 a.m. the barometer has fallen in the neighbourhood of the Jardines, and rises elsewhere.

Pressure is highest over China. It remains low to the N. of Japan, and a shallow depression appears to be lying to the E. of the Loochoos.

Gradients are slight on the China coast, and moderate NE. winds may be expected in the Formosa Channel, and moderate E. and SE. winds over the N. part of the China Sea.

Forecast—Light E. winds; fair to showery.

AUSTRALIA AND TIMOR.

APPREHENSIONS AT SYDNEY.

The unwelcome intelligence that Germany is endeavouring to obtain by purchase from Portugal the portion of the island of Timor at present held by that country, is naturally, says a London *Globe* correspondent, creating a feeling of uneasiness in the Commonwealth, the people of which are regarding with grave suspicion the steadily increasing development of German interests in the Pacific. Dr. Creed, a member of the New South Wales Legislative Council, has valently endeavoured to impress the Imperial authorities with a sense of the strategic importance of the island, which, situated about three degrees from the equator, and three hundred and fifty miles from Port Darwin, constitutes practically the boundary line between the Australasian and China naval commands. The alleged motive on the part of the Germans is the want of a coaling station in that part of the Pacific, but, once in possession of the Portuguese portion of Timor, Germany would be found occupying a position highly favourable for offensive operations against Australia when necessary, for the island occupies a commanding point with relation to the route of steamers trading between the Commonwealth, the Philippines, China, Japan, and the East generally.

Many Australians entertain a fear that the bitter experience of New Guinea is about to be repeated. Had the Imperial Government acted upon the representations made by Queensland and New South Wales, when first made, the whole of New Guinea not under the Dutch flag would have become a British possession. As it is only about one-third or less of the island, the largest in the world, is now under the British flag, the whole of the remainder being divided between Holland and Germany. Although Timor has been in the hands of Portugal for over three centuries, little or nothing has been done in the way of developing its natural resources, and the revenue obtained has hitherto been insufficient to defray the cost of maintenance. Hence the apparent willingness of the Portuguese to dispose of what is to them a useless possession. Yet it would form an ideal naval station. The climate is temperate, the soil exceedingly fertile, and there is an abundance of grass on which all kinds of live stock—cattle, sheep, and horses—thrive. More than 100 vast deposits of petroleum, readily accessible, have lately been discovered in the Portuguese division of the island, and there are indications of the existence of coal. All these facts are mentioned by Dr. Creed in his letters to the Imperial authorities, but the only reply received by him is to the effect that Portugal was not prepared to part with any of her territory.

VALUE OF TIMOR.

There can be no question that the possession of Timor is coveted by the Germans, and naturally so, for it would assist in giving them a preponderating influence in that portion of the Pacific, and enable them at any time to threaten the Commonwealth. On this point a leading Sydney paper, voicing Australian opinion, says:—"The immunity of the Australian coast from invasion in time of war must largely depend, as it always has depended, on our remoteness. That protective element is being reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are as close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters, as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of whale oil from the petroleum wells of what is now Portuguese Timor. If the territory is to be sold, therefore, it would be a measure of common prudence on the part of Great Britain, and of this Commonwealth to become reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are as close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters, as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of whale oil from the petroleum wells of what is now Portuguese Timor. If the territory is to be sold, therefore, it would be a measure of common prudence on the part of Great Britain, and of this Commonwealth to become reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are as close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters, as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of whale oil from the petroleum wells of what is now Portuguese Timor. If the territory is to be sold, therefore, it would be a measure of common prudence on the part of Great Britain, and of this Commonwealth to become reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are as close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters, as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of whale oil from the petroleum wells of what is now Portuguese Timor. If the territory is to be sold, therefore, it would be a measure of common prudence on the part of Great Britain, and of this Commonwealth to become reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are as close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters, as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of whale oil from the petroleum wells of what is now Portuguese Timor. If the territory is to be sold, therefore, it would be a measure of common prudence on the part of Great Britain, and of this Commonwealth to become reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are as close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters, as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of whale oil from the petroleum wells of what is now Portuguese Timor. If the territory is to be sold, therefore, it would be a measure of common prudence on the part of Great Britain, and of this Commonwealth to become reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are as close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters, as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of whale oil from the petroleum

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KINTUCK"	4th May,
GLASGOW and LIVERPOOL	"MENELAUS"	10th May,
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May,
GLASGOW and LIVERPOOL	"HECTOR"	22nd May,
GLASGOW and LIVERPOOL	"HYSON"	30th May,
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Kintuck" left Singapore at daylight on the 29th ulto., and may be expected to arrive here about 4th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May,
GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May,
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May,
GENOA, MARSEILLES & L'POOL	"CALCHAS"	6th June,
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>vid</i>	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG" *	9th May.
SHANGHAI	"YOCHOW" *	8th "
MANILA	"TAMING" *	10th "
MANILA, ZAMBALANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE, TSINGTAO, CHEFOO and TIENSIN	"TSINAN" *	13th "
	"OHILI" *	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

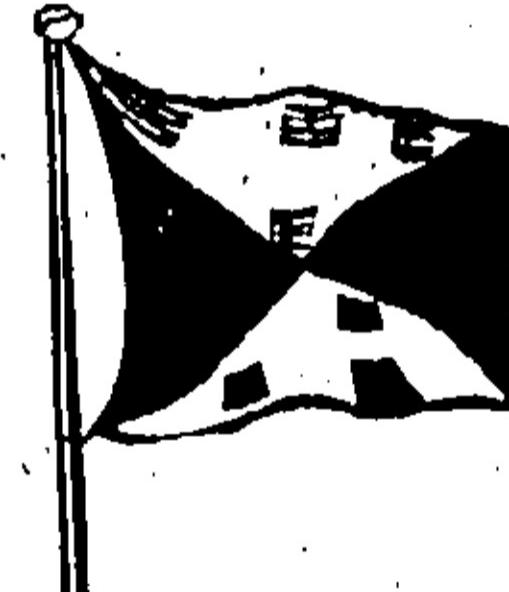
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd May, 1905.

**HONGKONG—MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	A. H. Netley	MANILA VIA AMOY	SATURDAY, 6th May, at Noon.
ZAFIRO.....	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 1st May, 1905.

**HONGKONG—NEW YORK.**
AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship
"ATHOLL"..... About
"NORDPOL"..... 15th May, 1905.
15th June, "

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship..... Tons..... Captain..... To Sail at Daylight on
"ARABIA"..... 4,483..... Bahlo..... May 11th, 1905.
"ARAGONIA"..... 5,198..... Schuld..... May 30th, ".....
"NICOMEDIA"..... 4,700..... Wagner..... June 26th, ".....
"NUMANTIA"..... 4,370..... Bremer..... July 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALAN CAMERON, General Agent.

13

Shipping—Steamers.

CHINA NAVIGATION COMPANY
LIMITED.

AUSTRALIAN LINE

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

Tons Captain

"KWONG CHOW"..... 1,309..... J. P. MARTIN.

"KWONG TUNG"..... 1,238..... H. W. WALKER.

Leave Hongkong for Canton at 9° every evening (Sunday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$3.40

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West

Hongkong, 10th January, 1905.

[15]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1905. About 8:00

"SAGAMI"..... 20th May, 1905.

"ERROL"..... 6th June, "

"HINDUSTAN"..... 24th June, "

For Freight and further Information, apply to

Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2,363 tons,

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.

Arriving at Macao about Noon.

From Macao 7 P.M.

Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single \$2.00; Return \$4.00

Second Class, Single \$1.00; Return \$2.00

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHIPS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD,

Secretary.

Hongkong, 2nd May, 1905.

[15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 8th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees'

and the Company's representative at an

Shipping.**Arrivals.**

Rubi, Br. s.s., 1,611, A. H. Rotley, 2nd May.—Manila 31st April, Hemp and Sugar—S. T. & Co.
Devawongse, Ger. s.s., 1,057, Gorchen, and May.—Bangkok 26th April, Rice and Tea-square—M. & Co.
Pronto, Nor. s.s., 837, Seeberg, 2nd May.—Iloilo 27th April, Ballast—A. T. & Co.
Woodford, Br. s.s., 1,860, Jas. Seddon, and May.—Saigon 28th April, Rice—Order.
Hong Wan I, Br. s.s., 2,060, J. Slaker, and May.—Singapore 27th April, Gen.—J. Teck Seng.
Rupert K, U.S. tug-boat, 332, Challeston, 2nd May.—Manila 27th April, Ballast—Mr. E. C. Wilkes.
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 3rd May.—Vancouver 10th April, and Shanghai 30th, Mails and Gen.—C. P. R. Co.
Bonaventure, Br. cruiser, 3,120, H. H. Torlesse, 3rd May.—from Mirs Bay.
Andromeda, Br. cruiser, 11,000, R. N. Ommanney, 3rd May.—from Mirs Bay.
C. Ferd. Laeis, Ger. s.s., 5,675, C. von Hoff, 3rd May.—Singapore 28th April, Gen.—M. & Co.
Lothian, Br. s.s., 3,711, J. C. Williamson, 3rd May.—Chin-wan-tao 27th April, Ballast—G. L. & Co.
Lyceum, Ger. s.s., 1,138, Th. Lehmann, 3rd May.—Shanghai 30th May, Gen.—S. & Co.
Kensington, Br. s.s., 2,247, Dower, 3rd May.—Nigata via Yata 26th April, Ballast—D. & Co., Ltd.
Andree Rickmers, Ger. s.s., 1,020, H. Kohn, 3rd May.—Bangkok 26th April, Rice—M. & Co.

Clearances at the Harbour Office.

Paul Beau, for Canton.
Yingling, for Canton.
Helene, for Swatow.
Chukong, for West River.
Wondford, for Yokohama.
Kwongchow, for Canton.
Hongwan I, for Amoy.
Kaiwan, for Shanghai.
Internorth, for Saigon.
Tal On, for Canton.
Ho Kwai, for West River.
Woosung, for Shanghai.
Halian, for Swatow.
Quinta, for Saigon.
Arraboo Apac, for Singapore.
Wingchat, for Macao.

Departures.

May 3.
I'skin, for Shanghai.
Proteus, for Swatow.
Emma Lytken, for Swatow.
Sibyl, for Singapore.
Helene, for Swatow.
B. Björnson, for Swatow.
Quinta, for Saigon.
Kaiwan, for Shanghai.
Kongwai, for Bangkok.
Arraboo Apac, for Calcutta.

Passengers arrived.

Per Hong Wan I, from Singapore—1,307 Chinese.
Per Devawongse, from Bangkok—Mr. and Mrs. Rubi, 4 children, and 11 Chinese.
Per Rubi, from Manila—Mr. and Mrs. C. C. Scott, Capt. Colwell, U.S.M., Major E. C. Carter, Mr. E. Dreyfus, Lieut. and Mrs. R. W. Henderson, U.S.N., Dr. Chas. N. Ferrier, Messrs. E. Cordon, H. B. Stevenson, Bon Johnston, G. B. Rec, J. G. Mulder, Hon. and Mrs. Jas. Ross and child, Mr. George Krumier, Hon. E. E. Johnson, Messrs. T. H. W. Price, M. G. Thompson, and 100 Chinese.

Per Empress of Japan, from Vancouver—Mr. E. Rose, Mrs. A. Clark, Mrs. J. T. Bush, Mr. G. Balloch, Mrs. F. Mendus and child, Mr. R. R. Scott, Mr. and Mrs. W. C. Hankins, Messrs. Wai Kong, Sun Chan, J. P. Bishop, Gee Lai, Ma Poo Low, Lee Back Fong, and 82 Chinese. From Yokohama—Mr. M. S. Brown, Capt. Craig, Major Williamson, Comdr. G. H. Baird, Lieut. L. T. and Mrs. Hess, Mrs. H. B. Darnell, Hon. G. Stewart, Mr. and Mrs. D. E. Brown and child, Mr. G. H. Poole, and 1 Chinese. From Kobe—Messrs. A. C. Carter, A. B. Carpenter, J. B. Young, J. M. Boyd, W. J. Clark, Miss A. M. Clark, and Mr. B. Black. From Nagasaki—Mr. A. Vernon. From Shanghai—Messrs. A. Bastien, W. M. Stewart, M. Tomita, Chi Ven Poo, E. Fischer, P. H. Ashton, W. B. Dicks, J. C. Ferguson, Capt. and Mrs. Folsom, Messrs. J. K. Turnbull, Carroll, and 4 Chinese.

Per Lothian, from Chin-wang-tao—2,035 Chinese.

Per C. Ferd. Laeis, from Singapore—420 Chinese.

Per Lyceum, from Shanghai—Messrs. Müller, Lyssen, Lechner, Ribaux, and 54 Chinese.

Shipping Report.

Str. Lothian, from Chin-wang-tao—Dense fog from Shantung to Port with light S.E. winds.

Str. Hong Wan I, from Shanghai—Mod. winds, smooth sea and fine weather throughout.

Str. Kensington, from Nigata—Moderate to Light Variable winds and foggy. Moderate Southerly swell.

Str. Rubi, from Manila—Strong winds from S. E. to W. N. W. high sea, and heavy rain equals to Lat. 19° N. hence fine weather into port. Passed fourmasted sailing ship bound South Lat 17° 24' N. 118° 20' E.

Vessels in Port.

STRAMBA.
Angthong, Ger. s.s., 1,632, F. J. Schaefer, 28th April.—Bangkok 21st April, Rice—B. & S.
Ardoa, Br. s.s., 2,270, W. L. Smith, 20th April.—Kuching 24th April, Coal—M. B. K. B. A. Broer, Nor. s.s., 541, A. Andersen, 1st May.—Saigon 16th April, Rice and Gen.—S. W. & Co.

Benvenue, Br. s.s., 3,202, R. Krobile, 20th April.—Moj 10th April, Coal—G. L. & Co.
Boscombe, Br. s.s., 2,453, Wisnom, 20th April.—Moj 24th April, Coal—B. & Co.
China, Am. s.s., 3,180, D. E. Friele, 20th April.—San Francisco 28th March, and Manila 27th April, Mails and Gen.—P. M. S. S. Co.

Fri, Nor. s.s., 864, N. Anderson, 1st May.—Haliphong 28th April, and Holbow 30th, Gen.—Angard, Thorstein & Co.

Haitan, Br. s.s., 1,182, J. S. Roach, 2nd May.—Foochow 27th April, Amoy 29th, and Swatow 1st May, Gen.—D. L. & Co.

Herakles, Swed. s.s., 1,160, Grundfinsen, 29th April.—Gibraltar 24th Feb., and Sabang 20th April, Ballast—Order.

Kohlschung, Ger. s.s., 1,292, C. Gotswisch, 20th April.—Bangkok 22nd April, Rice—E. & S.

Liss, Swed. s.s., 1,577, H. Hornsdahl, 20th April.—Kobe 23rd April, Gen.—S. W. & Co.

Loongsang, Br. s.s., 1,002, G. S. Weigall, 1st May.—Manila 28th April, Gen.—J. M. & Co.

Macquarie, Br. s.s., 2,073, S. John George, 21st April.—Moj 21st April, Coal—G. L. & Co.

Mausang, Br. s.s., 1,644, R. Houghson, 30th April.—Sandakan 24th April, Timber and Gen.—J. M. & Co.
Asthmed, P. M. HONGKONG.
Avistan, W. M. Harding, R.
Barthel, J. C. G. Hess, Capt. and Mrs. L. T.
Bates, Mrs. H. C. Hose, E.
Bingham, Mr. and Mrs. Innes, Capt. R. J. E. and child Johnson, E. F.
Birbeck, R. J. Jones, J. P.
Blissell, W. S. Jones, S. M.
Blaney, S. Kemp, H. H.
Blaney, Mrs. Kerr, F.
Blair, D. K. Krassoff, T. A.
Boggan, Mr. and Mrs. Laing, A. H.
Bonner, E. A. Lewis, H.
Borthwick, Mrs. R. W. Mackay, C. H.
Bowden, V. R. Macaulay, Dr. & Mrs. H. R.
Brown, Mr. and Mrs. Marriot, Dr. O.
D. E. and child McAvan, T. P.
Broughall, L. Miller, P. L.
Buck, Hart. Molar, R. M., Mrs. W. M.
Carter, E. C. Moon, Mr. & Mrs. E. M.
Clark, Hon. Dr. Francis Moore, Dr. W. B. A.
Clark, T. Morello, T.
Clegg, R. M., Eng. Lt. Murray, E. H.
and Mrs. H. I. Newington, A. G.
Cochon, Mrs. F. S. Nabury, E.
Colwell, J. Oliffe, C.
Cunningham, G. Parfit, W.
Cunningham, Miss A. S. Pacey, Mrs. E. O.
Davies, F. O. Perkins, Mr. and Mrs. T. L.
Deacon, F. B. Plate, Mr. and Mrs. A.
Desorius, S. G. and infant
Dicks, W. B. Platt, E. V.
Doolittle, F. H. Ranney, F. O.
Dostus, F. Ranney, Mrs. F. O.
Douglas, Capt. & Mrs. J. Roach, Mrs. J. S. and T. C.
Duryee, Misses (3) Smyth, Mr. and Mrs. F.
Felicus, C. P. Snewin, E. A.
Ferguson, J. C. & son Somerville, Geo.
Ferrier, C. N. Super, C. H.
Fletcher, H. Stein, A. L.
Foltz, Capt. and Mrs. Stevenson, Lt. B.
Foreman, Mrs. A. W. Stewart, W. M.
Frost, B. L. Sutherland, H.
Gillon, E. C. Thorsborrow, J.
Glover, C. Trimbell, W. D.
Gordon, E. N. S. Unbehau, C. H.
Grant, A. W. Wakefield, Mrs. and Miss
Grone, Dr. and Mrs. Wenrys, J. L.
Hall, Capt. T. H. Woerner, Mr. and Mrs. R. W.
Hurst, R. N., Engineer-Zehrmann, F. C.
Capt.

SAILING VESSELS.
A. G. Ropes, Am. ship, 2,022, D. H. Riners, 16th Mar.—Philadelphia 10th Oct., 1901;
Case Oil—S. O. Co.
West York, Br. br. 720, W. J. L. Foste, 13th April.—Newcastle 15th Jan, Coal—E. A. T. Co.

Steamers Expected.

VESSELS FROM
From
Agents
Date
Malta Singapore, P. & O. Co. May 4
Kintuck Singapore, B. & S. May 4
Benmohr Singapore, G. L. & Co. May 4
Ischia Singapore, C. & Co. May 4
Athenean Japan, C. P. R. Co. May 4
P. Sigismund Sydney, M. & Co. May 4
Kumsang Singapore, J. M. & Co. May 4
Arabis Japan, P. & A. Co. May 4
Bayern Colombo, M. & Co. May 4
Doric Japan, O. & O. Co. May 13
Aragonica Portland, P. & A. Co. May 24

Hongkong & Whampoa Dock Returns.

Tak Hing at Kowloon Dock.
Robert Cooke " " "
Hanoi " " "
Numantia " " "

Post Office.

A Mail will close for:—
Swatow, Amoy and Foochow—Per Haf-
tan, 4th May, 9 A.M.

Haiphong—Per Fri, 4th May, 9 A.M.

Moj, Yokoahama, Victoria, B.C. and

Tacoma, Wash.—Per Lynn, 4th May, 11 A.M.

Frederick, Wilhelmsen, Herberthsen,

Matus, Brisbane, Sydney and Melbourne—Per

Prins Sigismund, 5th May, 11 A.M.

Shanghai—Per C. Ferd. Laeis, 4th May,

II A.M.

Chefoo and Newchang—Per Pronto, 4th

May, 11 A.M.

Vokohama and Kobe—Per Ormidale, 4th

May, 11 A.M.

Macao—Per Neuguan, 4th May, 11 A.M.

Singapore—Per Slavonia, 5th May, 1 P.M.

Macao—Per Haungshan, 5th May, 1 P.M.

Manila—Per Loongkong, 5th May, 3 P.M.

Amoy and Manila—Per Rubi, 6th May,

10 A.M.

Port Darwin, Thursday Island, Cooktown,

Cairns, Townsville, Brisbane, Sydney, Hobart,

Launceston, New Zealand, Melbourne, Ade-

laide and Perth—Per Empire, 6th May,

10 A.M.

Europe, &c., India, via Tuticorin—Per

Coromandel, 6th May, 11 A.M.

Manila—Per Taning, 10th May, 3 P.M.

Kudat and Sandakan—Per Mauysang, 13th

May, 11 A.M.

Manila—Per Zafra, 13th May, 11 A.M.

Singapore, Penang and Bombay—Per Ichijo,

13th May, 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday

Island, Cooktown, Cairns, Townsville, Bris-

bane, Sydney, Hobart, Launceston, New Zea-

land, Melbourne, Adelaide and Perth—Per

Tsinan, 13th May, 3 P.M.

Mail for Canton, Samshui, Wuchow

and Macao will be closed on week days at 7.30

every morning. On Sundays the mail for

Macao will be closed at 8 a.m., and that for

Canton at 9 a.m.

Mail for Namiao, Sanhue, Kongmoo,

Kumchuk, Samshui, Wuchow and Canton

every evening at 5 p.m. On Sundays the mails

will be closed at 9 a.m.

No mail will be closed for Canton on Sat-

urday evening.

Visitors at the Hotels.

CRAGIEBURN,
Barnett, H. J. O. Smith, H. Percy
Dunn, G. H. Torney, Mrs. A.
Gaskell, Mr. and Mrs. Torney, Miss J.
Merchant, Capt. and Torney, Miss J.
Mrs. and children Webb, Mr. and Mrs.
Riadore, R. N. Montague
Commander & Mrs. Wilson, Dr. Newell,
and children Woodward, Mr. & Mrs.
Smith, Mr. and Mrs. and children
Grant, Wright, Mrs. R. J. L.
Smith, E. Grant and children

KOWLOON.

Bennett, Mr. and Mrs. Harriet, R.M.L.L., Capt.
Buxton, Lady H. and Mrs. Mackay
Carrick, Mr. and Mrs. Mitchell, Mr. A. F.
Gibbs, Capt. and Mrs. Watson, Mr. and Mrs.
MacLean, Lieut. J. W. H.

OXFORD.

Andrews, Mr. and Mrs. Merchant, Capt.
and family Martin, Mariano
Bockelman, L. McGill, Mrs. and
Bohan, O. children
Chandler, Lieut. Moeser, E.
Fisher, R. Munro, Miss A.
Gerard, Capt. J. C. Pennington, Mrs.
Harry, Major M. R. Piggott, Dr.
Kirkhouse, Mrs. and Pines, Stimulus Lopez
and children Schlaikier, Capt. and
Mrs. and family and family

Kong, Dr. Schlitter, Mr. and Mrs.
Kroll, Mr. and family

Lowe, Mr. and Mrs. J. Williams, Mrs. C. W.
and daughter Whitaker, J. R.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
Straits, Ceylon, Australia, India,
Aden, Egypt, Mediterranean
Ports, Plymouth and
London.

(Through Bills of Lading issued for Batavia,
Persian Gulf, Continental, American
and South African Ports.)

H.E. Steamship

"COROMANDEL."

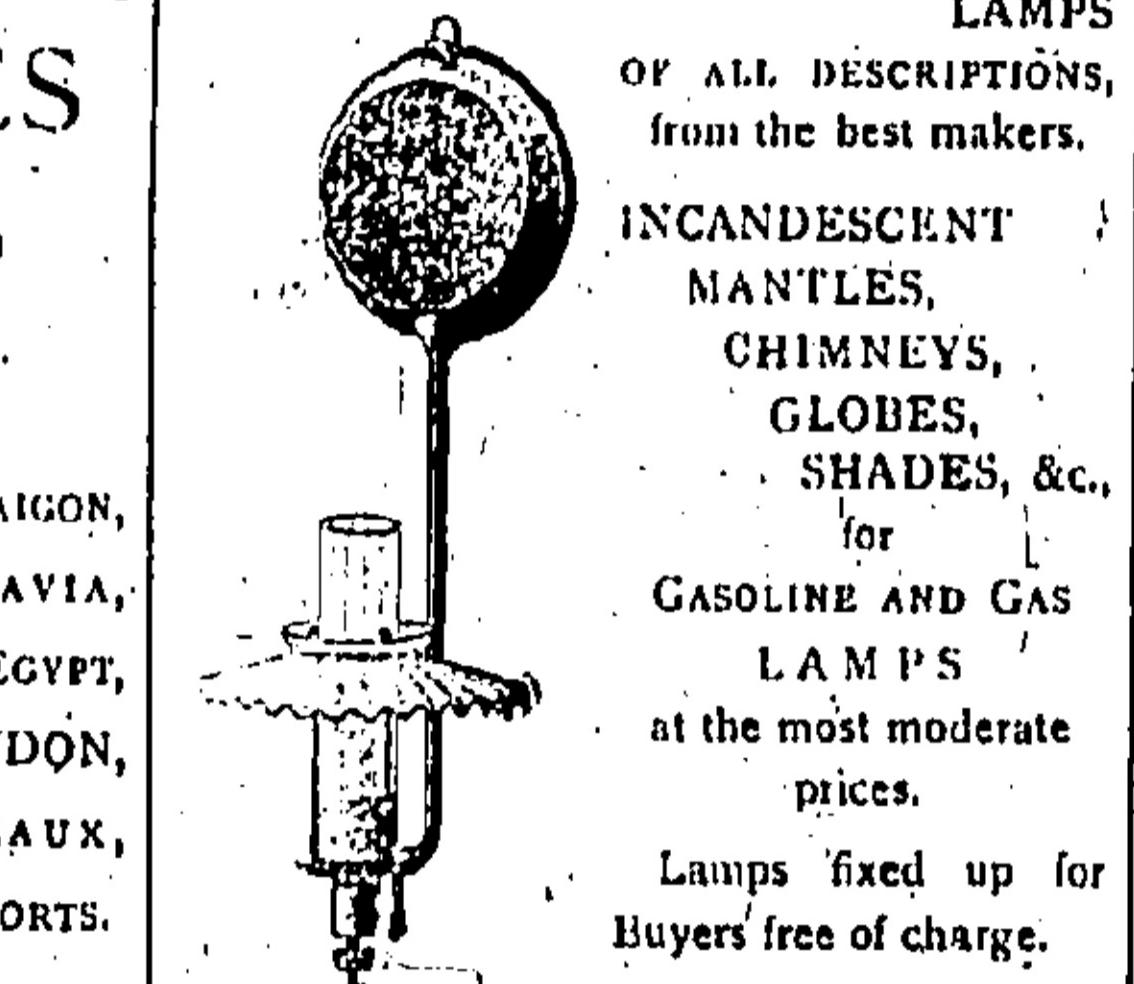
Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY on SATURDAY, the
6th May, at noon, taking Passengers and
Cargo. (See page 414.)
In connection with the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent,
Hongkong, 2nd April, 1905.



MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Boyer, will be despatched for MAR-
SEILLES on TUESDAY, the 16th May,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERVEST SIMONS ... 30th May.
S.S. POLYNESIEN ... 13th June.
S.S. CALEDONIEN ... 27th June.

G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd May, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 3½ Horse
Power Motor never used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings,
Hongkong, 13th April, 1905. 1469

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOME & CO.,
General Managers.

Hongkong, 7th March, 1905. (so)

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1905. 157

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

A LARGE BUNGALOW, with splendid
view of the sea front, No. 2, BAY VIEW,
Kowloon, containing Five Large and Three
Small Rooms, with complete Electrical fittings,
Tennis Court and Garden.

Apply to—

H. RUTTONJEE,
Hongkong or Kowloon.
Hongkong, 2nd May, 1905. [53]

TO LET.

WITH IMMEDIATE POSSESSION.

THE "FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.
Hongkong, 1st May, 1905. [52]

TO LET.

N.O. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 26th March, 1904. [70]

TO LET.

A BUILDING AT CAUSEWAY BAY, in
present occupation of the Steata
Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 30th March, 1905. [69]

Dentistry.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [67]

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 2nd July, 1904. [66]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RF SERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$80,000,000 \$250,000 \$175,533 \$191,973 }	\$1,493,408	{ Div. of 1½/- bonus of £1 @ ex- change 1/11/9/16 = \$25.46 for second half-year 1904 }	5½ %	\$790 buyers
National Bank of China, Limited	99,925	\$7	\$7	\$1,000,000	\$2,668	\$2 (London 3/6) for 1903	5½ %	London £80 \$37 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	6½ %	\$88 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$302,566 \$371,445 }	Nil.	\$4½ for year ended 30.4.1904	7½ %	\$58
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 ex div.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$20,000 \$172,749 \$803,116 \$846,772 }	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Vangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	9½ %	\$60 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$125,675 \$26,165 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8½ %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$360,372	\$34 for 1903	11½ %	\$505
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$2 for year ended 30.6.1904	5½ %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000	\$26,160	\$1 for second half-year 1904	9½ %	\$26½ sales
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	{ \$205,000 \$100,000 }	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5,378	4½ %	\$124
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{ Tls. 2½ final making Tls. 4 for 1904 ... }	8½ %	Tls. 54 buyers
Do. (Preference)	100,000	Do.	Do.	\$40,000	\$5,852	{ Tls. 2½ final making Tls. 3, 31 for 1904 ... }	7½ %	2½/6 sellers
"Shell" Transport and Trading Company, Limited	100,000	\$1	\$1	\$4,116	Nil.	Interim of 1/1 (Coupon No. 5) for 1904	5 %	2½/6 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04	5½ %	\$37½ sales
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$21,075 \$130,153 }	\$21,231	{ \$0.90 & b. 40 cts } for 1904	4½ %	\$28½
Taku Tug and Lighter Company, Limited	30,000	Tls. 15	Tls. 15	Tls. 126,000	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904 ...	11½ %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$42,812	Final of \$15 making \$20 for 1904	9 %	\$223
Lunon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$55,087	\$3 for 1897	5½ %	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,035	Tls. 2 for year ending 30.9.04	4½ %	Tls. 60 buyers
MINING.								